

**CITY OF TUCSON
DEVELOPMENT STANDARD NO. 3-02.0
GATED ENTRANCES**

GATED ENTRANCES

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3-02.0.0 GATED ENTRANCES.

3-02.1.0 PURPOSE. This standard is proposed to provide guidance for the design of vehicular access at security gates to address community concerns related safety and security. This standard is intended to facilitate design of security gates in compliance with existing zoning regulations that meet engineering safety considerations with regard to access, traversability, and visibility.

3-02.2.0 ACRONYMS.

- 2.1 AWA - All Weather Access
- 2.2 ADT - Average Daily Trips
- 2.3 EOP - Edge Of Pavement
- 2.4 MS&R - Major Streets and Routes
- 2.5 PAAL - Parking Area Access Lane
- 2.6 ROW - Right-of-way
- 2.7 SVT - Sight Visibility Triangle
- 2.8 TIA - Traffic Impact Analysis
- 2.9 TDOT - Tucson Department of Transportation

3-02.3.0 APPLICABILITY. This standard shall apply to all new projects with gated entrances, and any existing projects for which gated entrances are proposed. Gated entrances shall only be allowed in developments where all vehicular use areas are privately maintained. Gated projects must have either private streets, PAAL's, or other non-public right-of-way access.

3-02.4.0 GATED ENTRANCE DESIGN REQUIREMENTS. The following design requirements are in addition to applicable requirements of Development Standard 3-01 and 3-05.

- 4.1 Vehicles that approach the gated entrance must have a viable path provided to turn around if the vehicle does not pass the gate. Emergency vehicles, delivery trucks, and other vehicles, shall have sufficient space to maneuver safely in the entrance area. Sufficient space shall be provided for pedestrian facilities, including but not limited to accessibility compliant sidewalk, mangate(s), and accessible ramps as required.
- 4.2 Minimum paved clearance width of the vehicle gate is twenty (20) feet for one-way driveway/roadway and (24) feet for two-way driveway/roadway, measured from gate

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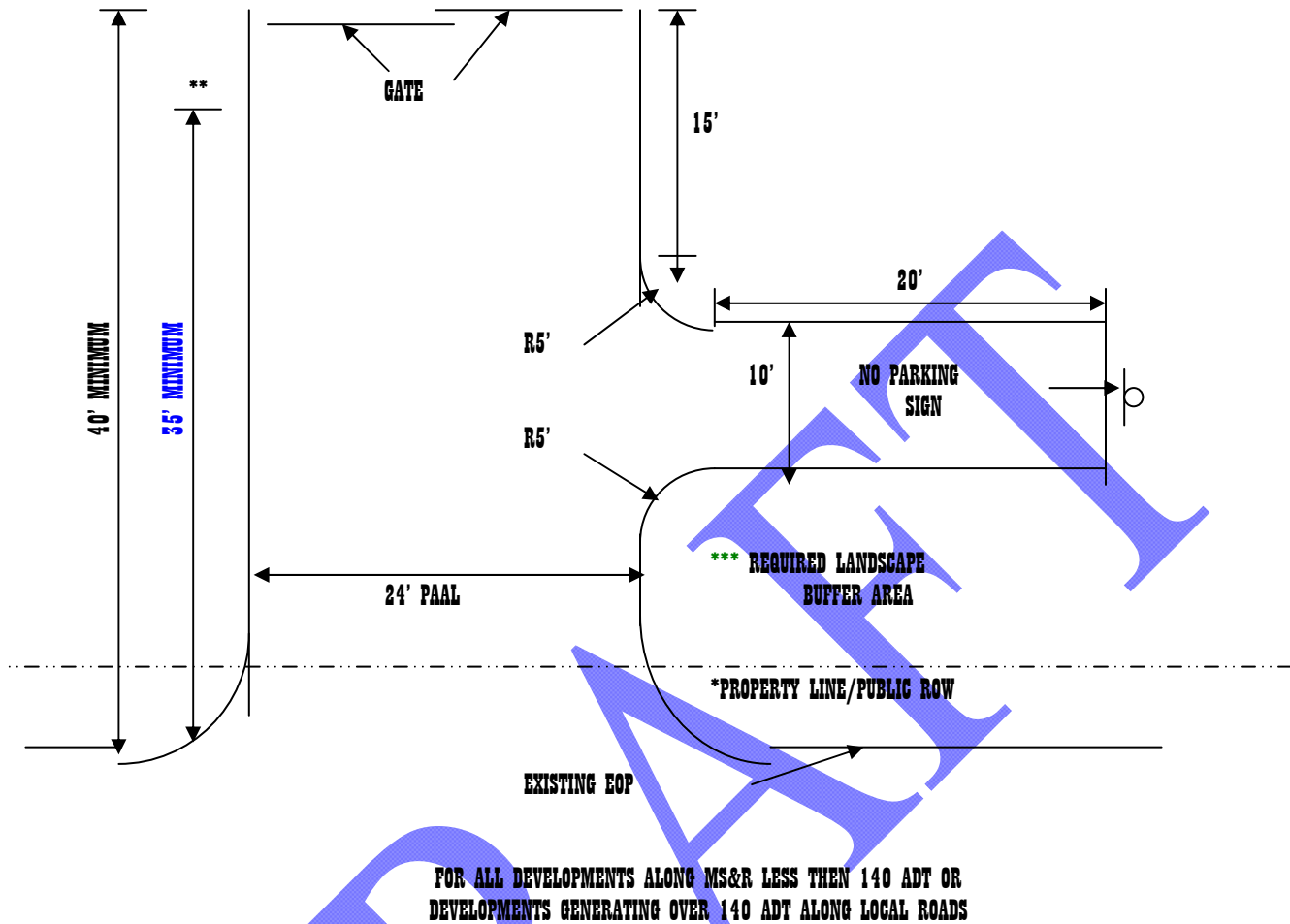
structure or face of curb, whichever is more restrictive. Any equipment or obstructions (such as keypads or card-readers) shall be installed to maintain the 20-foot clear area. If entering and exiting traffic are separated, the 20-foot minimum applies only to the entrance, the exit gate shall be a minimum of twelve (12) feet clear.

- 4.3 Stopping locations (keypads, card-readers, guard shack, etc.) shall be set back a minimum of 50 feet from the future edge of pavement for a Cul-De-Sac Turnaround and in a "T" Turnaround condition 32 feet from the future right-of-way of the cross street to avoid interfering with through traffic. Sufficient storage capacity shall be provided on-site. A Traffic Report may be warranted to determine sufficient storage capacity through a queuing analysis. The need for a Traffic Report shall be determined by the TDOT.
- 4.4 Cul-de-sac turnarounds are preferred and shall be provided for all projects greater than one (1) acre in size unless an alternative design is supported by city staff and an approved Traffic Report.
- 4.5 Cul-de-sac minimum turnaround radius shall be 42 feet for residential, and 60 feet for industrial or commercial. Parking is not permitted within the turnaround radius. "No Parking" signs shall be shown on plans as required. One-way, no entry signs, and other signage, physical barriers, and/or striping shall be provided for safe maneuvering within a proposed gated entrance system.
- 4.6 For traffic not passing the gate, the design of the gated entrance shall allow the minimum design vehicle (determined by the Engineer of Record or TDOT staff) to turnaround without interfering with other traffic.
- 4.7 Gated access to private vehicular use area shall not encumber access to public vehicular use areas.
- 4.8 Gated entrances must be approved by Development Services, TDOT, Environmental Services and the Fire Department (including design and location of any fireboxes).

3-02.5.0 EXHIBITS

EXHIBIT I "T" TURNAROUND

EXHIBIT II CUL DE SAC TURNAROUND



* IF APPLICABLE INCLUDES FUTURE RIGHT OF WAY

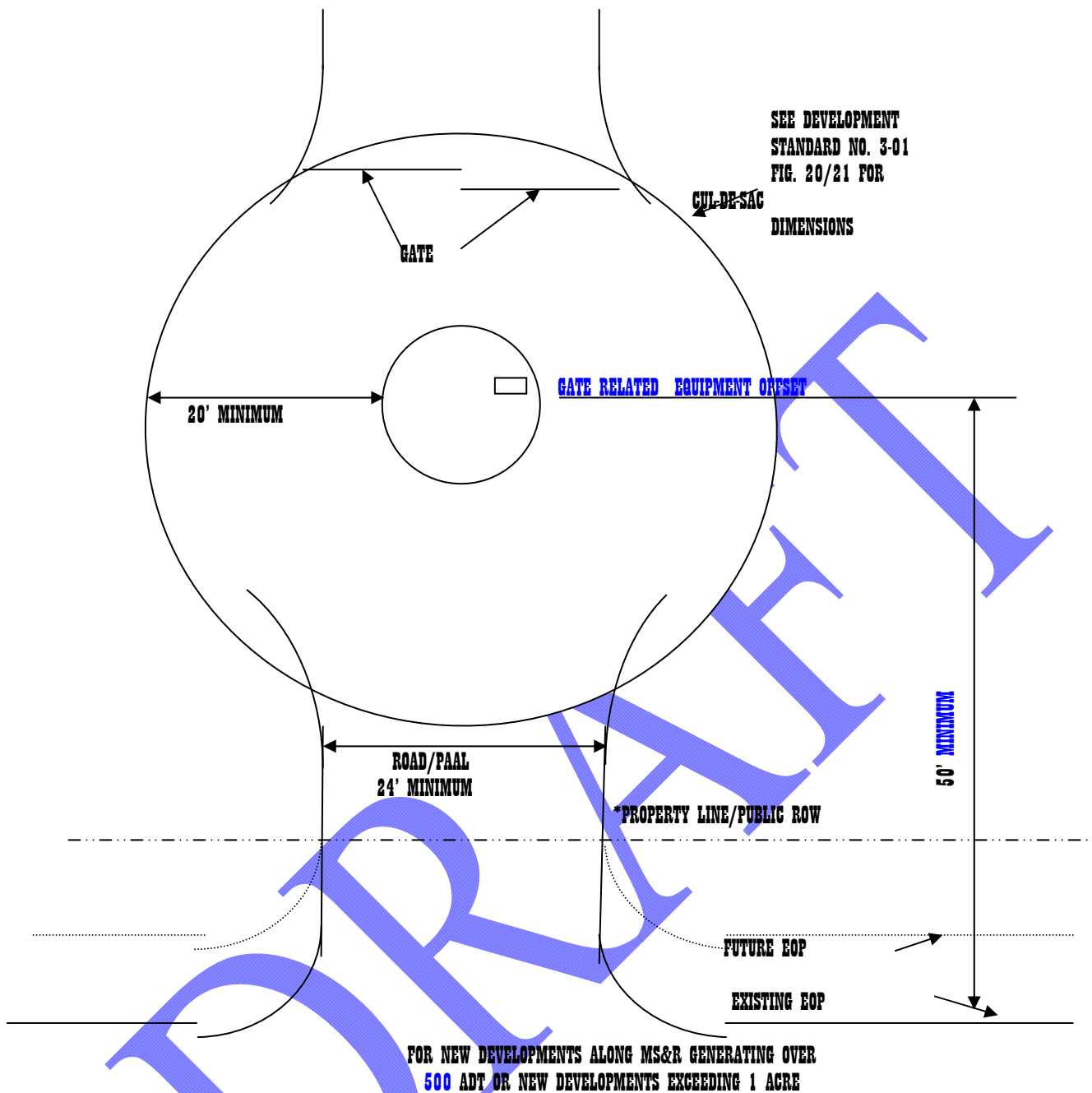
** REFER TO SECTION 4.2 FOR GATE RELATED EQUIPMENT IN CENTER OF TRAVEL WAY.

*** LANDSCAPE REVIEW REQUIRED IF LANDSCAPE BUFFER IS REDUCED OR IF NEW LANDSCAPING IS REQUIRED

ALL OTHER STANDARDS APPLY (AWA, SVT's, LOCATION OF PEDESTRIAN ACCESS, CURRENT ACCESSIBILITY COMPLIANCE, ETC.)

REFER TO TDOT'S ACCESS MANAGEMENT GUIDELINES FOR ADDITIONAL REQUIREMENTS.

EXISTING DEVELOPMENTS THAT HAVE LIMITED AREA FOR THE GATED ENTRANCE WILL BE REVIEWED ON A CASE BY CASE BASIS.



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